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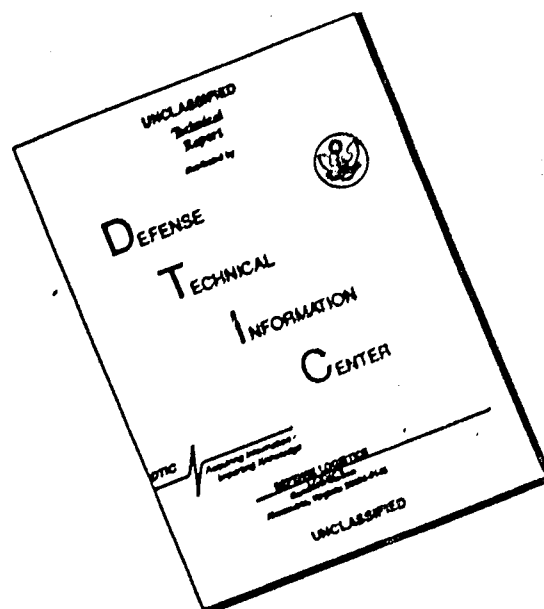
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HEADQUARTERS
765TH TRANSPORTATION BATTALION (A&S)
"MUI TEN THANG"
AFO 96291

AVGFV

15 May 1967

SUBJECT: Operational Report for Quarterly Period Ending 30 April 1967

TO: Assistant Chief of Staff for Force Development
Department of the Army (ACSFOR, DA)
Washington, D. C. 20310

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*Asst. Chief of Staff for Force Dev.
Dept. of Army
Washington D C 20310
attn: CT-RD*

JAN 13 1968

In accordance with United States Army, Vietnam Regulation 1-19, dated 8 February 1967, the following report is submitted in two sections:

SECTION 1

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. MISSION: To provide command, control, staff planning and administrative supervision of assigned or attached transportation aircraft direct support companies, transportation transport aircraft support companies, or transportation aircraft general support companies, aircraft maintenance teams and a general support aviation electronic company.

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2. ORGANIZATION: The 765th Transportation Battalion (AM&S) Headquarters and Headquarters Detachment is organized under TOE 55-456D, dated 20 April 1966, as changed, and General Order Number 264, Headquarters, United States Army, Pacific, dated 20 August 1965. The Headquarters and Headquarters Detachment is located at Vung Tau, Vietnam. Subordinate units comprising the battalion are the 56th Transportation Company (ADS), located at Saigon, Vietnam; and the 330th Transportation Company (GS), 388th Transportation Company (ADS), and the Aviation Electronic Support Company (South) (Provisional), located at Vung Tan, Vietnam. 611th Transportation Company (ADS) (-) is located at Vinh Long, Vietnam, and a DS platoon from the 611th Transportation Company (ADS) is located at Soc Trang, Vietnam.

3. AIRCRAFT MAINTENANCE SUPPORT:

a. Direct Support. The direct support mission of this battalion in the Republic of Vietnam is to provide direct support and back-up direct support in the areas of airframe, engines, aircraft systems, aircraft armament, including the weapons, and all avionics navigational and communications equipment for 750 aircraft located in the Republic of Vietnam III and IV Corps areas. During this reporting period, the direct support units assigned to this headquarters processed 16,760 aircraft, aircraft armament and avionics work orders through their maintenance facilities, representing an expenditure of 88,722 man-hours. Of the work orders completed, 1059 were for the repair of aircraft and aircraft components, 15,032 pertained to the repair of aircraft communications and navigational systems and 669 were performed on aircraft armament systems.

b. General Support. The general support mission of this battalion in the RVN III and IV Corps areas is performed by the 330th Transportation Company (GS) providing general support level maintenance for airframes, engines, aircraft systems, and aircraft armament systems, to include the weapons, and by the Aviation Electronic Support Company (South) (Provisional) which provides general, as well as, back-up direct support, when required, for all avionics navigational and communications systems. In this general support role, at an expenditure of 75,880 man-hours, 84 aircraft and 1460 aircraft components were repaired and returned to service. Aircraft, which had incurred major damage, that were inspected and evaluated for disposition totaled 40. The 330th Transportation Company (GS), unloading aircraft carriers in Vung Tau, Vietnam, expended an additional 11,120 man-hours processing 278 aircraft arriving in-country during this period. The Aviation Electronic Support Company (South) (Provisional) processed 7,555 work orders performing general support maintenance on aircraft avionics systems expending 25,313 man-hours. A total of 3684 avionics items were evacuated for repair with 2,429 items shipped to Sacramento Army Depot and 1,255 items shipped to the Floating Aircraft Maintenance Facility (Corpus Christi Bay).

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4. AIRCRAFT RECOVERIES:

a. The Direct Support Companies within this battalion, the 56th Transportation Company (ADS), 388th Transportation Company (ADS) and the 611th Transportation Company (ADS) continued to prepare (rig) aircraft for field extraction (airlift from areas which have temporarily been secured by ground forces and/or armed helicopters, delivering ground suppressive fires) and maintenance evacuation (airlift of aircraft from a maintenance facility to a higher echelon maintenance facility or to an aerial port for shipment to CONUS) in the RVN III and IV Corps areas. During this reporting period 204 aircraft were prepared for airlift by units of this battalion. Of these 204 aircraft, 126 were airlifted by CH-47 aircraft operated by the 330th Transportation Company (GS). Most significant of the above lifts was the extraction of one crash damaged Air America aircraft which was extracted from a temporarily secured field site.

b. The recovery capability of this battalion was expanded during this reporting period by the activation of a recovery section in the 611th Transportation Company (ADS), located at Vinh Long, Vietnam. After extensive training conducted with the operating recovery elements of the battalion, the 611th Transportation Company (ADS) was fully operational on 16 March 1967. During the period 16 March 1967 to 30 April 1967, this unit successfully prepared 34 aircraft for airlift.

5. ARMAMENT:

a. The 765th Transportation Battalion (AM&S) provides general support for approximately 260 M-16.6 machine guns, representing 1040 M-60 machine guns, along with approximately 1500 M-60 machine guns in the M-23 and other door gun installations. This unit also provides direct support for 160 M-3 rocket systems and 110 M-5 40mm grenade launchers.

b. During the months of February, March and April the units of this battalion installed 12 XM-21 gun systems, 4 M-16 systems and 1 M-5 system.

6. TECHNICAL SUPPLY:

a. During the reporting period, the 388th DSU became operational assuming the mission of the 611th DSU. The latter DSU relocated from Vung Tau to Vinh Long in March and was not operational during the remainder of the quarter. On 1 April 1967, the 605th DSU was transferred to the 520th Transportation Battalion (AM&S) at Phu Loi. The quarter ended with the battalion having two technical supplies in operation, the 56th Transportation Company (ADS) and the 388th Transportation Company (ADS) DSU's.

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b. The following statistical breakout represents the technical supply activities during the past quarter:

<u>AIRCRAFT</u>	<u>FEBRUARY</u>	<u>MARCH</u>	<u>APRIL</u>
ASL Lines	19,633	14,143	13,816
Number at Zero Balance	5,497	3,960	3,592
Percent Zero Balance	28%	28%	26%
Requests Received	18,656	18,555	14,478
Demand Accommodation	78%	74%	72%
Demand Satisfaction	62%	54%	54%
<u>ARMAMENT</u>	<u>FEBRUARY</u>	<u>MARCH</u>	<u>APRIL</u>
ASL Lines	4,458	2,440	2,603
Number at Zero Balance	2,140	1,318	1,067
Percent Zero Balance	48%	54%	41%
Requests Received	682	1,237	750
Demand Accommodation	77%	80%	91%
Demand Satisfaction	40%	53%	52%
<u>AVIONICS</u>	<u>FEBRUARY</u>	<u>MARCH</u>	<u>APRIL</u>
ASL Lines	13,102	7,889	8,116
Number at Zero Balance	3,276	2,682	2,599
Percent Zero Balance	25%	34%	32%
Request Received	1,797	2,508	2,581
Demand Accommodation	82%	60%	81%
Demand Satisfaction	77%	74%	76%

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7. REPARABLES:

a. During the reporting period the following components were processed in support of the Theater Army Repairable Program:

<u>RECEIVED</u>	<u>REPAIRED</u>	<u>NRTS</u>	<u>SAL</u>	<u>IN PROGRESS</u>	<u>FAMF</u>
630	362	129	17	55	11

b. There were one hundred and forty-four (144) aircraft engines processed through the engine shop during the period, the majority of which were evacuated to CONUS due to inaccurate records and extensive cannibalization at operational and direct support maintenance levels. Forty-five (45) fuel controls were repaired, tested and returned to the user or the supply system.

8. PLANNED NEW BATTALION HEADQUARTERS FACILITIES:

a. During the first week in May, the Battalion Headquarters is planning to move the entire headquarters into the RMK Complex at Vung Tau Army Airfield. All offices are air conditioned and located far enough from the active runway and the aerial port facilities to provide more satisfactory working conditions.

b. Additional facilities for an engine shop, propeller and rotor shop, motor pool and a packing and crating facility for the 330th Transportation Company (GS) are to be made available at the RMK Complex during the first half of May 1967. It is envisioned that these new facilities at the RMK Complex will have a significant effect on the Theater Aircraft Repairable Program.

9. During the period of this report, 652 students attended the school and 640 students graduated. A statistical analysis of the AAMTAP School's output is given below.

	<u>NO OF COURSES DURING QUARTER</u>	<u>TOTAL STUDENTS</u>	<u>TOTAL STUDENTS FAILING</u>	<u>NO HOURS OF INSTRUCTIONS PER COURSE</u>
UH-1B	3	55	0	70
UH-1C	3	59	1	70
UH-1D	6	114	1	70
T-53-L-11	11	98	4	70

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	<u>NO OF COURSES DURING QUARTER</u>	<u>TOTAL STUDENTS</u>	<u>TOTAL STUDENTS FAILING</u>	<u>NO HOURS OF INSTRUCTIONS PER COURSE</u>
T-55-L-13	1	6	1	105
T-55 Engine	7	57	3	70
CH-47 CUR I	1	12	0	80
CH-47 CUR II	3	41	2	160
LOH Airframe	4	38	0	60
LOH Avionics	4	19	0	30
T-63 Engine	6	56	0	40
XM-27 Armament	9	60	0	30
AVCOM Supply	1	15	0	70

b. On 3 February 1967, one CH-47 Airframe course was cancelled. The Boeing-Vertol instructor team, which formerly taught the course, is preparing to conduct on-site AAMTAP instruction on the CH-47 aircraft at selected sites within the framework of AAMTAP concepts but will not be restricted to a fixed curriculum. The curriculum to be taught at each field site will be based upon experience factors developed by CH-47 maintenance personnel operating in-country and the needs of the operating maintenance units.

c. On 20 February 1967, the CH-6A NETT personnel arrived and classes were begun on 27 February 1967. Due to slippage in forecast delivery dates of the aircraft the avionics portion of the course was discontinued on 31 March 1967 and the airframe engine and armaments courses are forecast to be discontinued on 5 May 1967. All CH-6A NETT training equipment, including the aircraft and armament systems are being preserved and placed in permanent storage until such time as the courses resume, which is tentatively scheduled for the second quarter of FY 1968.

d. On 24 March 1967, one T-53/L-11 class was discontinued in order to make way for a new T-53/L-13 course. The T-53/L-13 NETT personnel arrived on 20 March 1967 and classes began on 27 March 1967.

e. The AAMTAP School curriculum was expanded on 16 April 1967 with the arrival of an AVCOM Technical Supply Team. On 17 April 1967, the

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first 10 day AVCOM Supply Course began. The course has proven to be so successful that it is envisioned that the course will become a permanent part of the school.

f. The AAMTAP School "self-help" building program is now nearing completion. The fifth and last tropical building is under construction, with an estimated date of 1 June 1967. The latrine is the last building planned, with a programmed start date of 1 June 1967.

10. UNIT MOVEMENT:

a. On 15 February 1967, the 398th Transportation Detachment (CHFM) completed the move from Long Binh to Xuan Loc, and was placed under operational control of the 11th Armored Cavalry Regiment. This status change of the 398th Transportation Detachment (CHFM) to the 11th Armored Cavalry Regiment removed the unit from this battalion's maintenance resources necessitated a realignment of battalion support plans to encompass support of the units located in the Long Binh area. On 15 February 1967, the 605th Transportation Company (ADS) placed a detachment at Long Binh and assumed the support role for Headquarters, II Field Forces, Headquarters, 12th Combat Aviation Group and various Medical Evacuation Detachments (Dust-off).

b. On 1 April 1967, the 605th Transportation Company (ADS) was transferred to the 520th Transportation Battalion. Support of the aircraft mentioned above at Long Binh was transferred to the 388th Transportation Company (ADS).

c. On 4 March 1967, the personnel and accompanying baggage of the 388th Transportation Company (ADS) arrived at Vung Tau for assignment to the 765th Transportation Battalion (AM&S). In order to derive the benefit of the in-country experience of the 611th Transportation Company (ADS) in the support of the Delta, minimize the normal problems encountered in the fusion program, and to allow the 388th Transportation Company (ADS) adequate time to move into their facilities, the 611th Transportation Company (ADS) was displaced from Vung Tau to Vinh Long on the 4th and 5th of March 1967, closing on 5 March 1967. A detachment from the 611th Transportation Company (ADS) was moved to Soc Trang to provide direct support for the medical evacuation units located there, on 18 April 1967.

11. OPERATIONS:

FIELD EXERCISE

a. In support of Operation Junction City the 765th Transportation Battalion (AM&S) displaced selected elements forward to the locations indicated:

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<u>UNIT</u>	<u>LOCATION</u>
Headquarters Detachment, 765th Transportation Battalion (AM&S) (-)	Dau Tieng
56th Transportation Company (ADS) (-)	Tay Ninh
605th Transportation Company (ADS) (-)	Tay Ninh
605th Transportation Company (ADS) (-)	Soui Da
330th Transportation Company (GS) (-)	Soui Da
330th Transportation Company (GS) (-)	Phu Loi

b. Command and control elements of the Battalion were located at Dau Tieng, adjacent to the 12th Combat Aviation Group (FWD) Headquarters, the major aviation element in the operation. Through close coordination and rapid reaction, numerous aircraft recoveries, repairs and direct exchanges were accomplished during the operation. Thus returning millions of dollars of military aircraft to service.

c. The 56th Transportation Company (ADS) provided one five man aircraft maintenance contact team and one recovery team at Tay Ninh. The total commitment was two officers and ten enlisted men. In addition, one recovery team was on standby at Saigon.

d. The 605th Transportation Company (ADS) provided one five man aircraft maintenance contact team at Tay Ninh, one aircraft maintenance contact team at Soui Da. In addition, one recovery team was on standby at Phu Loi. The total commitment was two officers and fifteen enlisted men.

e. The 330th Transportation Company (GS) provided an aircraft armament DX facility at Soui Da, two CH-47 recovery teams at Phu Loi and a general support capability at Phu Loi. Total commitment was five officers and twenty-seven enlisted men.

f. All elements of the battalion returned to home station on 14 March 1967.

SECTION II

1. COMMANDER OBSERVATIONS AND RECOMMENDATIONS

2. PART I

3. OBSERVATIONS

LOGISTICS

4. AVIONICS

5. ITEM: Introduction of new avionics items.

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DISCUSSION: Additional Avionics systems such as AN/ARC-131 and AN/ARC-134 are being introduced into use in Vietnam in the near future and as of yet no test equipment is available. Unless repair parts and test equipment arrive before actual equipment, the maintenance could not be performed as happened in the past with ARN-52, AN/ARN-82, AN/ARN-83 and other new systems.

OBSERVATION: The arrival of new avionics equipment in-country before a repair capability is available is detrimental to the overall mission performances.

ITEM: Repair of Test Equipment.

DISCUSSION: Many items of test equipment that are in critically short supply (Frequency Counters, Oscilloscopes, Signal Generators, AN/UPM-98's) are being tied up for excessive time in repair channels especially when evacuation is required. This often determines the performance of the maintenance mission of the owning unit.

OBSERVATION: An in-country test equipment maintenance depot or float test equipment is required to lessen the long turn-around time now experienced.

THEATER AIRCRAFT REPARABLE PROGRAM

ITEM: Inaccurate, improperly prepared and/or missing maintenance records.

DISCUSSION: The effectiveness of this unit to perform its mission as relates to the Theater Aircraft Reparable Program is being seriously impaired by the lack of proper maintenance records accompanying the unserviceable components work ordered to this unit. A typical example of this is that of the turbine engine. During this period one hundred forty-four (144) engines were processed through the 330th Transportation Company (GS) Engine Shop. However, due to the lack of adequate maintenance records, the majority of the engines had to be evacuated to CONUS rather than repaired at this unit and returned to the supply system. This problem is occurring with all time change components.

OBSERVATION: Lack of adequate records is resulting in the evacuation to CONUS of critical components that could be returned to the supply system in Vietnam. Continuation of this problem area could and probably will result in a critical shortage of aircraft components in the supply system.

ARMAMENT

ITEM: Armament Deadline Rate.

DISCUSSION: The armament support provided by the general support element to the direct support units should be higher echelon of repairs,

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however, the lack of test equipment and repair parts have forced the using units into transferring systems between non-flyable aircraft to flyable aircraft and cannibalization with the system.

OBSERVATION: Armament repair at general support level has been forced to accept an excess of systems because of inadequate test equipment and insufficient repair parts at the direct support level.

WAREHOUSE STOCKING

ITEM: Initial Stocking of a New Warehouse.

DISCUSSION: During the initial stocking of this unit's DSU, the following procedures were used:

1. Separate items to be placed on shelves (bin locations) by size and quantities.
2. Give the Locator Deck operator a list of all locations by size and instruct him to designate locations for items.
3. Progressively set up the Locator Deck in FSN sequence as items are placed in location and refer to the Locator Deck for each item to see if it has already been given a location.
4. Properly orient all personnel in stocking procedures.

OBSERVATION: Separating items by size and quantity results in maximum utilization of bin space. Giving the Locator Deck operator the responsibility for appointing locations insures that a locator card will be prepared for each item. Progressively setting up the Locator Deck and referring to it for each item will eliminate double locations.

TECHNICAL SUPPLY FLOW CHART

ITEM: Technical Supply Flow Chart.

DISCUSSION: In order to start off a new DSU operation smoothly and effectively it is important that each individual know the procedure for the flow of paper work. The flow chart should illustrate the flow of paper work through the following areas, to include how each section must annotate the paper work:

- a. Warehouse Section.
- b. Unserviceable Section.
- c. EDP Section.
- d. Editing Section.

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e. Stock Control Section.

OBSERVATION: The use of a flow chart is a valuable management tool to insure that all TSU personnel are properly oriented and familiar with paper work procedures.

ROTOR BALANCING

ITEM: Balance of Main Rotor Heads (UH-1).

DISCUSSION: Experience has proven that when UH-1 transmissions, masts or main rotor heads are removed for any reason, it is highly advisable to remove the main rotor blades and balance the main rotor head.

OBSERVATION: By expending this extra time, a trouble-free main rotor head can be placed back on the UH-1, thus saving many man-hours and engine and accessory time. Additionally, vibration trouble-shooting is simplified since the main rotor head is known to be in balance.

ARMAMENT PYLON SYSTEMS

ITEM: Dirt in Armament Pylon Hydraulic Systems.

DISCUSSION: It has been discovered that when armament pylons are removed from UH-1 aircraft for maintenance and/or checks, dust, dirt and other small foreign particles stick to the film of hydraulic fluid in the quick disconnects. Unless these quick disconnects are cleaned and protected, dirt and foreign particles will be introduced into the hydraulic system during the testing phase and after the pylon has been reinstalled on the aircraft.

OBSERVATION: This condition has been satisfactorily eliminated by swabbing out the quick disconnects with a small clean paint brush following the receipt of the armament pylon by the Armament Shop. After the pylon has been checked out on the electrical-hydraulic test stand, the quick disconnects are completely wrapped with tape.

XM-21 ELECTRICAL HAZARD

ITEM: XM-21 (Minigun) Pylon-electrical Hazard.

DISCUSSION: Care must be taken when bore sighting the pylon of the XM-21 (Minigun). When the allen wrench is inserted into the elevation potentiometer, a danger exists if the wrench touches the threaded portion of the pylon. This will cause a direct short to the voltage regulated power supply, burning it out.

OBSERVATION: A screw driver, ground down to the proper size and shank taped will eliminate this hazard.

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XM-21 VOLTAGE REGULATED POWER SUPPLY

ITEM: Shortage of XM-21 Voltage Regulated Power Supply.

DISCUSSION: A supply shortage of XM-21 voltage regulated power supply's existed during the quarter reported. Substitution of the M-16 voltage regulated power supply in the XM-21 system can be accomplished where a shortage exists, with no apparent loss of performance to the system.

OBSERVATION: Substitute XM-16 voltage regulated power supply for XM-21 voltage regulated supply wherever a supply shortage exists.

LOOSE 1/2 TON WHEEL BEARINGS

ITEM: Loose 1/2 ton Wheel Bearings.

DISCUSSION: It was noticed during scheduled "S" service that most 1/2 ton vehicles had loose wheel bearings. No wheel in particular was subject to this condition, all were prone to it. The apparent cause of this condition is the poor roads and rough terrain that the vehicles normally travel over.

OBSERVATION: Caution driving over rough roads and a check for wheel bearing play at each weekly scheduled maintenance, reduces loose wheel bearings.

OPERATIONS

RIGGING OF THE UH-1C HELICOPTER FOR FIELD EXTRACTION

ITEM: Rigging of the UH-1C Helicopter for Field Extraction.

DISCUSSION: During the recovery of UH-1C helicopters it has been found that the use of a conventional tie down strap for the tail rotor places excess stress on the tail rotor hub and blades, tail rotor drive shaft, and the output quills on the 42 degree and 90 degree gearboxes.

OBSERVATION: Use of a special tail rotor restraining rig must be used to prevent the tail rotor from flapping excessively on the initial pick-up. The rig is a locally manufactured item consisting of two straps in a "Y" configuration running from the tail rotor gear box to within one inch of the tail rotor hub.

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PART II

RECOMMENDATIONS

OPERATIONS

Recommend the special tie down strap for the UH-1C tail rotor be included in the next change to TM 55-413, "Recovery and Evacuation of Army Aircraft".

LOGISTICS


a. Recommend careful consideration be given to introducing repair parts and test equipment for avionics into Vietnam prior to or concurrent with the issuance of new avionics systems.

b. The long turn around time now experienced on avionics test equipment repair could be greatly reduced if a test equipment maintenance facility or float test equipment was available in-country. Recommend action be taken to this end.

c. It is recommended that in all direct support units a technical inspection be assigned to the DSU to insure that all components being turned in by operating units are accompanied by appropriate records and are complete.

d. Recommend the use of a flow chart at all DSU's as a management tool to insure that all DSU personnel are properly oriented and familiar with procedures.

e. Recommend that all UH-1 rotor heads be checked for balancing whenever they are removed for maintenance.


ALLEN C. KINCAID
Lieutenant Colonel, TC
Commanding